

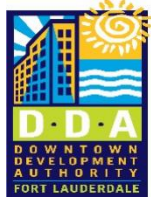


The Wave Modern Streetcar

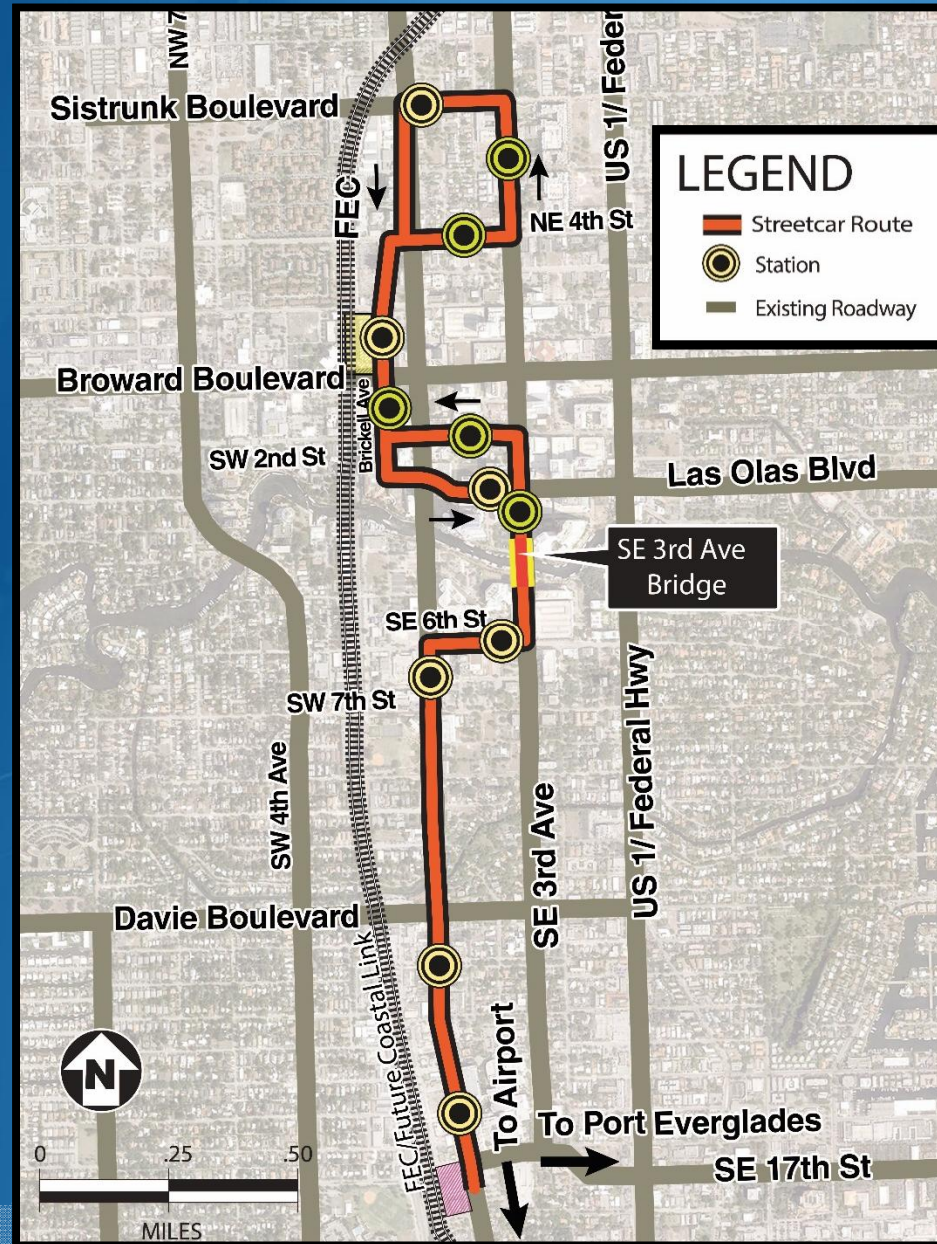


Fort Lauderdale DDA
March 9, 2016





Wave Project Overview



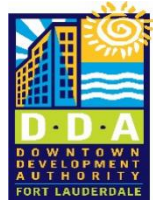
Project Schedule

- Current Status –
- 2016 to early 2017 –
- Mid 2017 to late 2017 –
- Late 2017 to early 2020 –
- Mid/late 2020 –
- Late 2020 –

75% Design Plans
Procure Design-Build Team
Complete Design & Permitting
Construction
Start-up and Testing
Begin Revenue Service

Key Project Tasks	2016				2017				2018				2019				2020			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
DESIGN-BUILD																				
Complete Design to Appropriate % for All Elements																				
Develop Design-Build RFP Package																				
Legal and Procurement Review																				
Advertisement																				
Shortlisting																				
Letting																				
NTP to DB Team																				
Complete 100% Design and Permitting																				
Delivery of Materials (Rail, Special Track, OCS, TPSS)																				
Construction Begin																				
TIGER Funds Substantially Complete																				
NTP to Operations & Maintenance Contractor																				
Substantial Completion of Construction																				
Testing & Commissioning																				
Rail Activation / Revenue Service																				

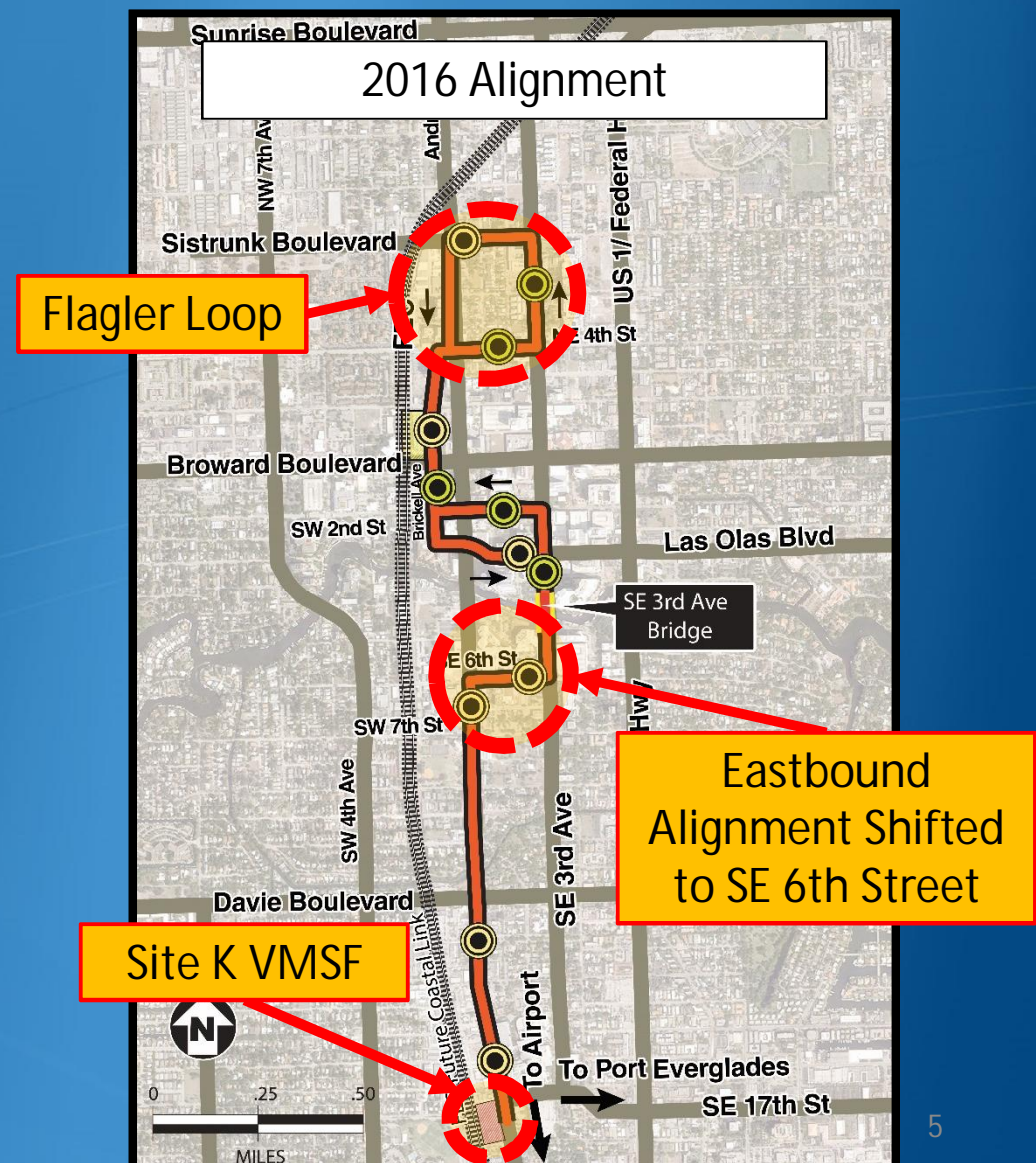
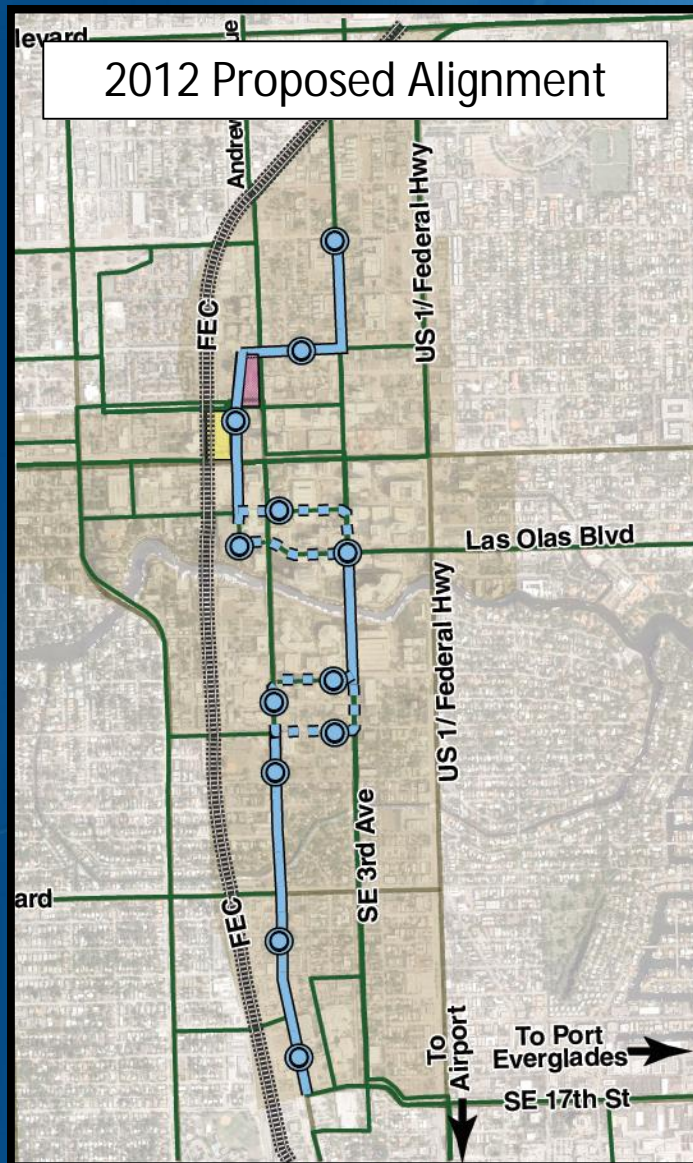
Dec



2016 Budget Update

Base Cost Estimate	\$170.022
Contingency (Approximately 15%)	\$25.259
Total Project Cost	\$195.281

Changes to the Project



Relocation of VMSF to Site K

- VMSF will be located in more compatible area
 - Site K located in area designated for heavy non-residential business uses, wholesale, warehousing, storage operations etc.



Flagler Loop Alignment

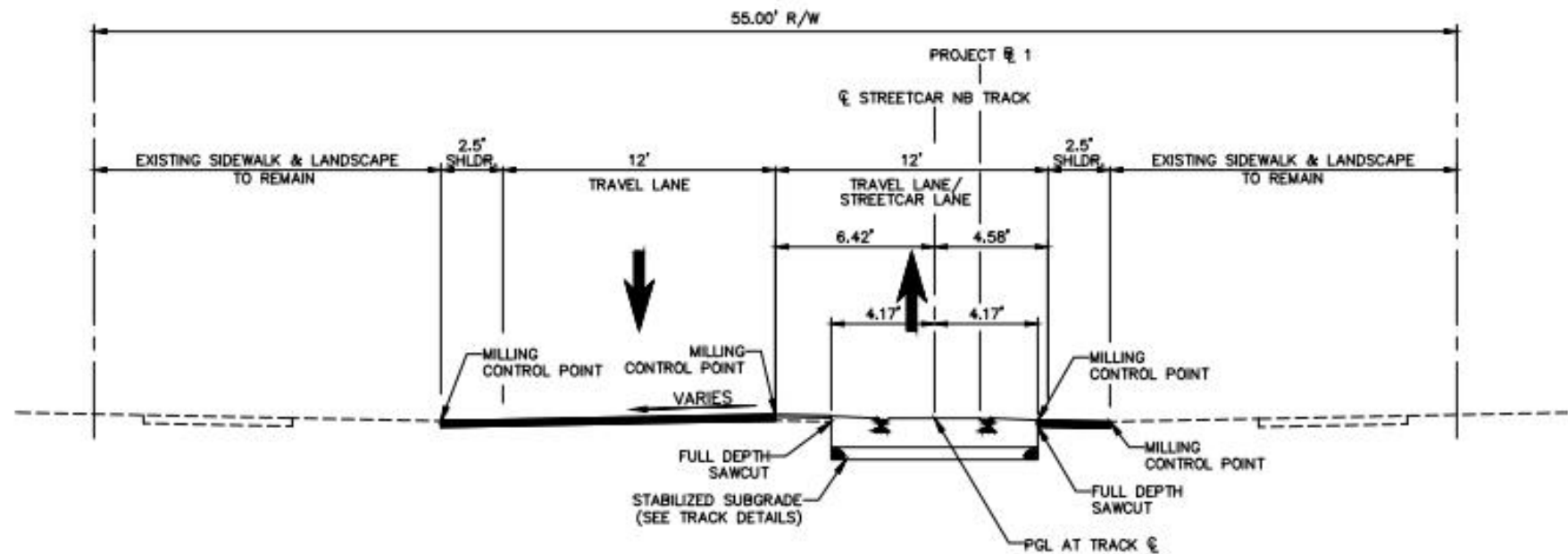
- **Benefits**

- Eliminates tail track and non-revenue streetcar movements requiring dedicated streetcar-only lane
- Supports neighborhood investment plans and provides greater access to surrounding area

- **Impacts**

- Approximately 9 (out of 41) on-street parking spots removed from NE 3rd Avenue between NE 4th Street and NE 6th Street

Typical Section – NE 4th Street

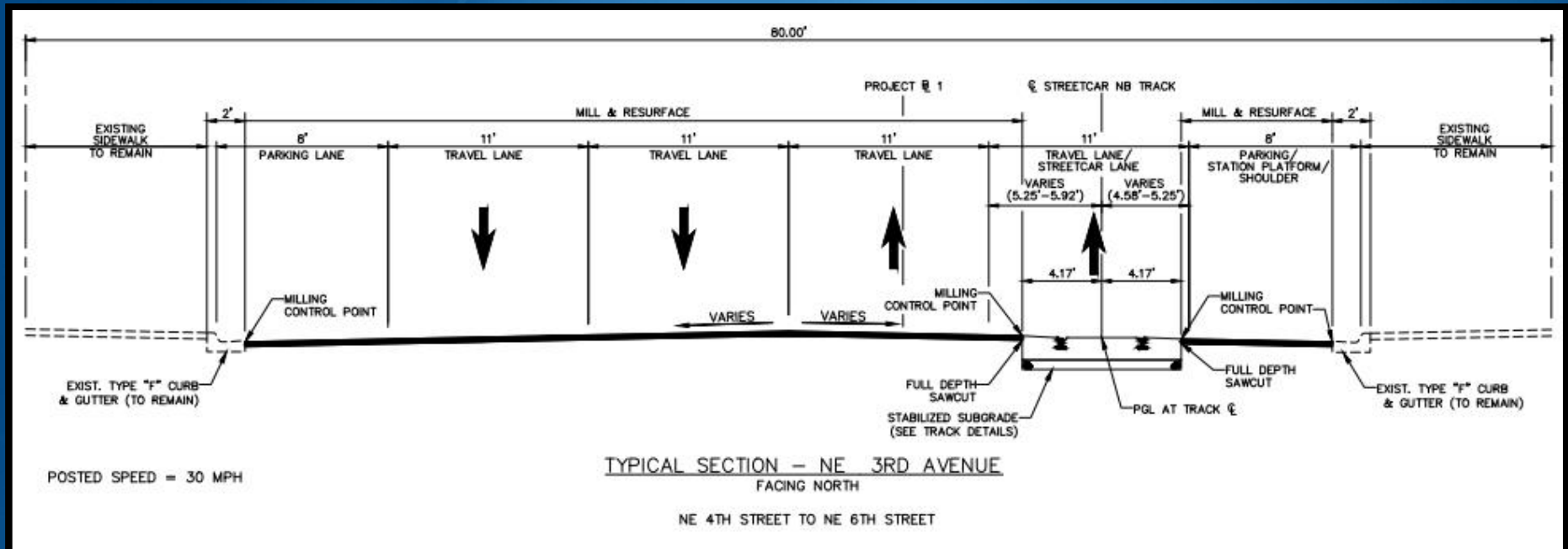


POSTED SPEED = 30 MPH

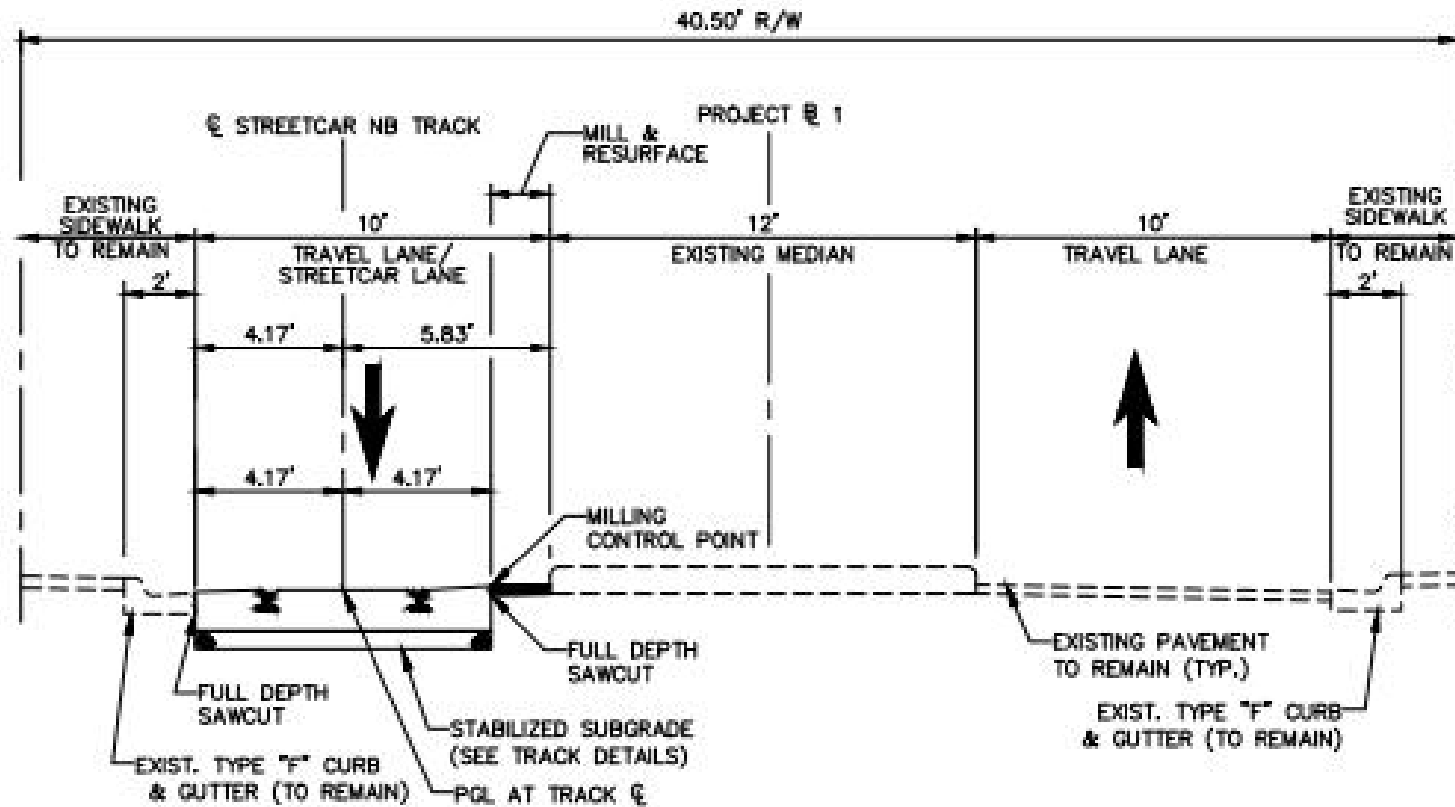
TYPICAL SECTION – NE 4TH STREET
FACING EAST

N ANDREWS AVENUE TO NE 3RD AVENUE

Typical Section – NE 3rd Avenue



Typical Section – NE 6th Street

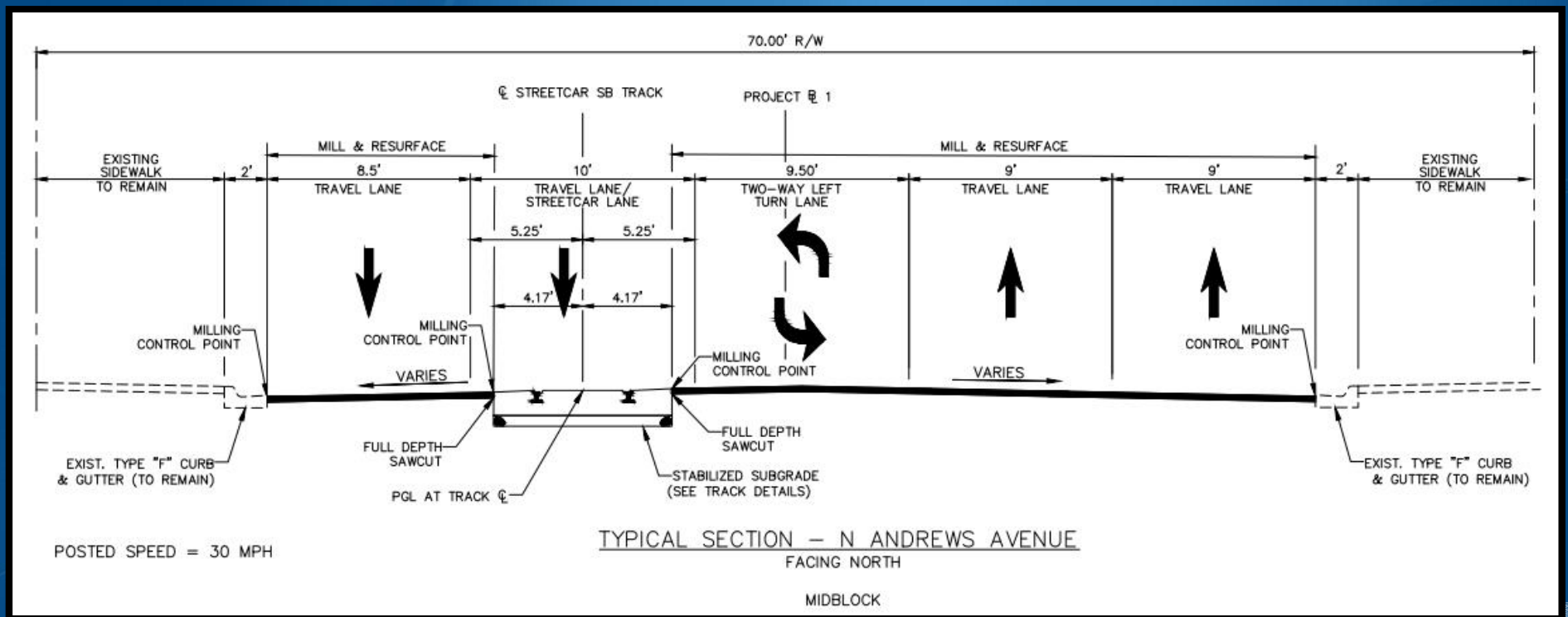


TYPICAL SECTION – NE 6TH STREET
FACING EAST

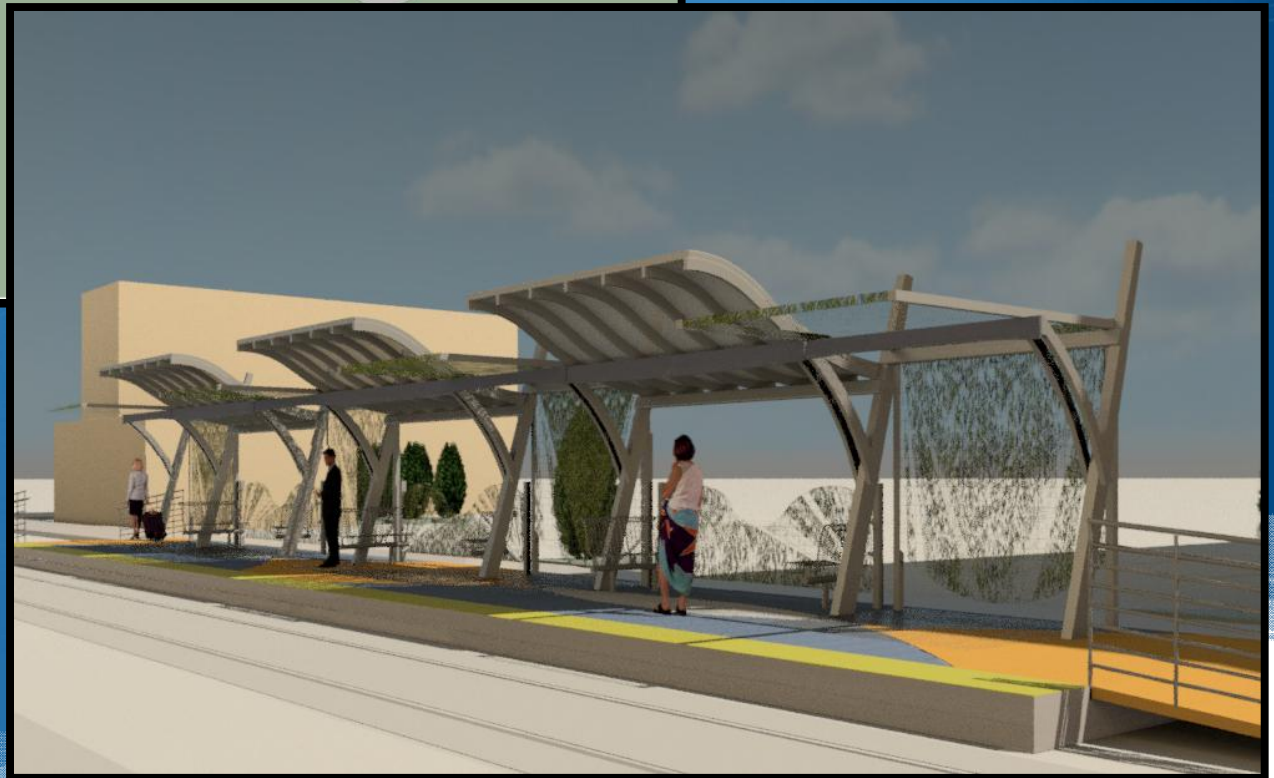
POSTED SPEED = 30 MPH

MIDBLOCK

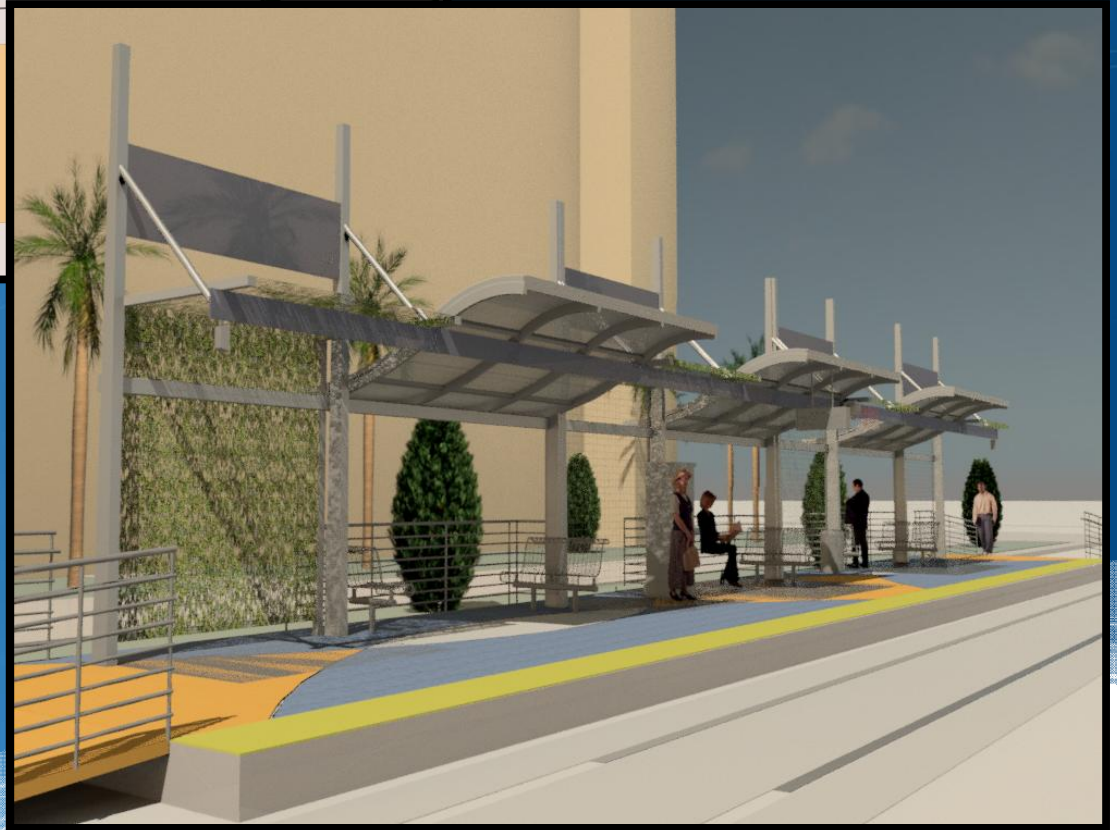
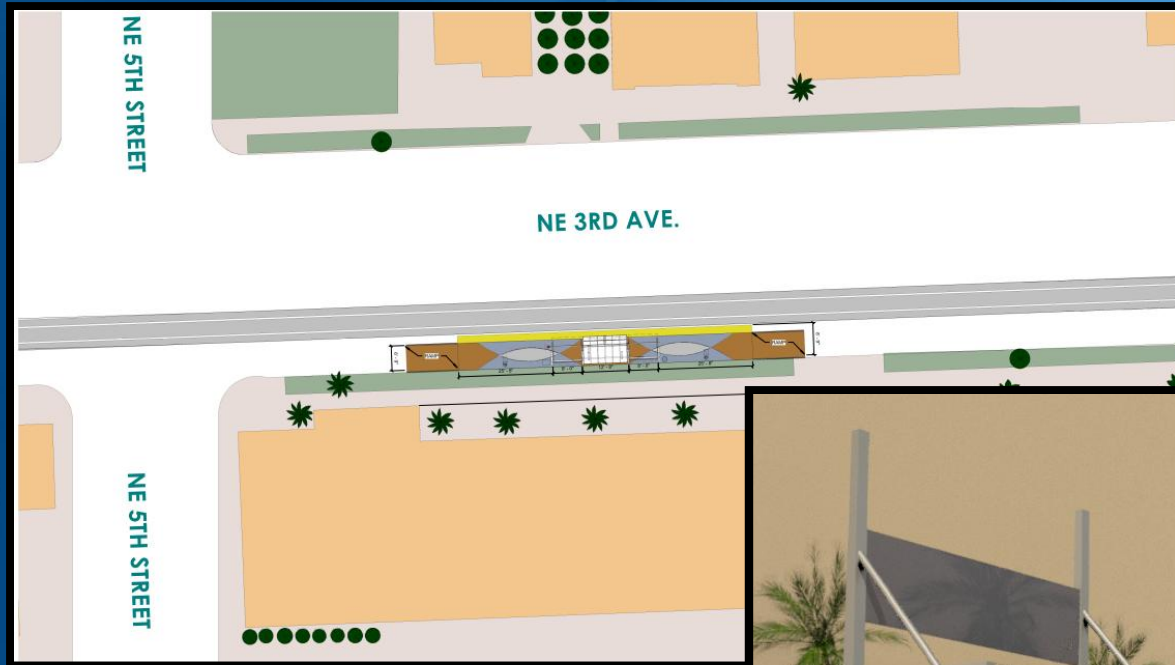
Typical Section – N Andrews Ave



Station Renderings



Station Renderings



Thank You

For More Information, Please Contact:

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